

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2019 TO 2024**

<b>PROJECT #</b>	<b>STC0770000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Dave Snider

<b>PROJECT TITLE</b>	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE I (WEST SECTION)		
<b>PROJECT LOCATION</b>	East leg of 100th Ave NE & NE 132nd Street intersection to the west terminus of WSDOT I-405 interchange/intersection improvements.	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
The addition of landscaped median islands, the repair of concrete sidewalks, and the overlay and restriping of NE 132nd Street, between 100th Ave NE and I-405 to provide 5-foot bicycle lanes and improved pedestrian access along a portion of the NE 132nd Street Corridor, as outlined within the NE 132nd Street Roadway Masterplan Study completed in 2008.			

REASON FOR MODIFICATION (WHERE APPLICABLE)	
Total project costs changed from \$1,348,000 to \$1,739,000 due to updated cost estimate including escalation.	

POLICY BASIS	METHOD OF FINANCING (%)
Transportation Master Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %
COUNCIL GOALS	
Balanced Transportation	
Public Safety	

CAPITAL COSTS	COSTS TO BE FUNDED
Planning/Design/Engineering	260,000
In-House Professional Svcs.	112,000
Land Acquisition	0
Construction	1,367,000
Comp. Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	1,739,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

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<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 6 -8 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Bicycle and pedestrian facilities would increase the safety for these modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues. Will require coordination with King County</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Intended to complement intersection improvements along the corridor including a new half-diamond I-405 interchange being designed and built by Washington State Department of Transportation (WSDOT).</i>
Implications of deferring the project	<i>The City will not be able to attain the desired level of service (LOS) for the corridor and surrounding areas as this project serves to complement adjacent intersection capacity improvements.</i>
<b>CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN</b>	<p>Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i></p> <p>Is there a specific reference to this project or land use in the immediate Yes</p> <p>How does the project conform to such references?</p> <p>Attachments <input type="checkbox"/> (Specify)</p>
<b>LEVEL OF SERVICE IMPACT</b>	<p><input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation).</p> <p><input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>4,000+ feet bike lane both sides</i></p> <p><input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service.</p> <p><input type="checkbox"/> Project required to meet concurrency standards.</p>